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December 27, 1901

Italian emigration regulations.

NAPLES, ITALY, November 25, 1901.

SIR : As a supplement to the synopsis of the new Italian emigration law contained in my letter dated September 3, 1901, I have the honor to submit the following abstract of a translation of the sanitary portions of the regulations made under the law :

Steamers shall be supplied with disinfecting apparatus of the Genest-Herscher type or similar, approved of by the surveying commission who will examine them periodically to insure their good condition.

Steamers fitted to carry emigrants on transoceanic voyages shall be allowed to carry emigrants in the first between deck and the orlop deck beneath it, providing they have a minimum height of 2 meters measured from deck to deck, and are not formed by temporary decks.

All decks formed otherwise than with iron beams properly riveted to the sides of the ship and with deck planks of at least 50 millimeters in thickness, or iron plates properly worked and fitted with scuppers, shall be considered as temporary erections.

Emigrants shall not be allowed on more than 2 decks, with the exception of quarter-decks or other solidly-built superstructures.

Every emigrant berthed in quarter-decks or between decks shall be allowed an air space of 2.75 cubic meters, and in such calculation the height of the between deck shall be taken from deck to deck, but any height exceeding 2.50 meters shall not be taken into account.

Should steamer carry passengers in the orlop deck, each passenger shall be allowed an air space of 3 cubic meters.

Notwithstanding the above measurements, no steamer shall be allowed to carry more passengers than it can comfortably accommodate on deck. To this effect free space on deck shall be at least equal to 0.45 square meter for every passenger shipped, and all deck spaces on poop, quarter-deck, or other erection shall be reckoned therein, provided it shall be solid in structure and fitted with solid rails.

From such free space or spaces on deck, the first and second class passengers' space is always to be deducted.

The total area of the hatches and other openings conducting air to the different compartments occupied by emigrants in the between deck and the orlop deck, shall be equal to at least 5 per cent of the surface of said compartments. If such proportions be not obtainable in some compartments, the number of emigrants carried in such compartments shall be reduced in proportion of the area of the hatch.

Every compartment below deck in which more than 25 emigrants are to be berthed, shall be accessible by at least 1 hatchway, and providing passengers do not exceed 50, 1 ladder shall be sufficient. From 50 to 150, 2 ladders shall be required, and 3 ladders for a higher number. If emigrants berthed in 1 compartment exceed 200 in number, the steamer is to have 2 hatches, 1 at the forward and another at the after end, or else 1 large one with 4 ladders, providing the circulation of air shall be recognized sufficient by the inspecting commission.

Every ladder shall have a width of at least 80 centimeters and a hand rail and a canvas or other device to prevent children from falling through the ladder.

The ladders, instead of being connected with the principal hatches, may communicate with the deck by means of lateral openings that are covered by companions provided with doors of ample dimensions.

Even during the loading and discharging operations the passengers' compartments shall be accessible by a passage reserved for them.

Therefore if a compartment be outside of the usual hatch, not provided with a special descent or a door leading to another compartment provided with a ladder, part of the hatch is to be so arranged as to allow of its exclusive use by emigrants, separating it from the rest by means of a solid railing of iron beams to avoid accidents.

Every hatch of the deck or orlop deck is to be fenced off by a double row of chains.

The compartments indicated in preceding article shall be supplied with iron ventilators, the center of their cowl to be at least 2 meters above the deck and must in any case be above the awning. The shaft of the ventilators shall be of at least 7 decimeters section and distributed as follows :

Compartment holding from 25 to 100 emigrants, 2 ventilators ; compartment holding from 100 to 200 emigrants, 3 ventilators ; compartment holding above 200 emigrants, 5 ventilators.

Should ventilators existing in any of the compartments be of smaller dimensions than the above-mentioned, an additional number of ventilators shall be allowed providing the total sections of such ventilators correspond with the above regulations.

All compartments situated alongside the engine or the boiler casings, and in all the orlop decks shall be provided with an electric air extractor for the proper circulation of air.

The inspecting commission may also where it shall be thought needful, order air extractors in between decks.

The commission may order in every compartment of the orlop deck 2 windows of the Uttley or similar type to be provided in order to insure a constant circulation of air.

Subject to exception of berths for children between 6 and 10 years of age, all berths shall not be less than the following dimensions viz, 1.80 meters in length by 0.56 in width, measured inside the lee boards forming the berth. The lower berths shall be at least 40 centimeters from the deck and the row above 70 centimeters from the lower row.

The berths shall be made of iron conveniently divided from one another, in every way fixed solidly and carefully. The lee boards may be of wood, provided they be whitewashed every trip.

All the berths are to be clearly and visibly numbered.

The bedding of each berth is to be composed of a mattress and pillow filled with at least 8 kilos of vegetable hair or other material approved of by the commission and of a woolen blanket, if the berth is used by children, or in cases where the commission shall decide according to the voyage or season there shall be 2 blankets.

No more than 2 rows of berths are allowed whatever be the height of the compartment.

No berths shall be allowed so near the engines and boilers that the health of the passengers is prejudiced thereby.

The distance to be determined as the case may be, taking in account the height of the between deck, the width of the hatches and other openings, the distribution of the berths and the smaller or greater thickness of linings and material of construction and its resistance to the radiation of heat.

The berth must be distant from the coaming of the hatch at least 50 centimeters.

The inspecting commission may order that in the arrangement of the berths at the ship's sides, spaces be left for the entrance of air and light through the side lights.

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Every normal berth shall be used by 1 person only, above 6 years; or by 2 children above 12 months old and less than 6 years old.

Two children of the same sex, above 6 years of age and not more than 10 years old, and in preference belonging to the same family, can be placed in 1 berth providing the berths are not less than 80 centimeters wide.

Carriers shall therefore be allowed to build a convenient number of such berths in place of an equal number of berths of normal size, providing all other conditions fixed by these regulations are carried out.

Such larger beds shall also be given in preference to such women as shall have with them children less than 12 months old, or such as are pregnant, and to this effect 10 per cent of the hospital berths shall also be 80 centimeters wide.

All passages between the groups of berths shall have an average width of 80 centimeters with a minimum width of 60 centimeters. Such passages and other places in the compartments not occupied by berths shall be kept free from all objects excepting the passenger's effects, which shall not exceed one-tenth of a cubic meter for each emigrant, and shall be so disposed as not to impede access to such passages or to berths. All other baggage shall be stowed in the hold or in other special compartments.

Should any compartment be only partly used for berthing emigrants, the remaining space may be used for cargo, provided same is divided off by a solid wooden bulkhead, all other conditions as to ventilation remaining unaltered.

Among such goods, however, salt meat, salt fish, and any other goods giving forth strong or other offensive smells, shall be excluded.

Women shall be berthed in separate compartments, divided by solid bulkheads from such as contain men, and shall in preference be berthed in between decks.

It is forbidden to berth children of one sex and over 7 years of age in compartments used by the other sex. If any exception be necessary for special reasons, it is to be granted on sailing by the inspecting commission, during the voyage by the government surgeon or the traveling commissioner.

By way of exception, on steamers where the sleeping compartments either wholly or in part are subdivided in large cabins containing a small number of berths, the inspecting commission shall be authorized to allow such apartments to be used by groups of families.

In calculating the number of emigrants, children under 12 months old shall not be reckoned. Two children from 12 months up to 10 years old shall be reckoned as 1 adult.

Every compartment where passengers are berthed shall be attended by a steward used to life at sea. The inspecting commission can, according to circumstances or number of emigrants, order that there be 2 stewards per compartment. On foreign steamers the steward or one of the two shall be Italian or speak Italian fluently.

It is prohibited to take emigrants or other passengers as stewards.

Every steamer conveying more than 50 emigrants shall be fitted with 2 compartments to be used as hospitals, 1 for men and 1 for women, situated on deck or in between decks, conveniently fitted, properly ventilated, and securely divided off from passengers' compartments, and capable of holding at least 4 per cent of the total number of emigrants and also of the crew carried, provided there is no special hospital for the latter; each place in the hospital being reckoned at the rate of 3.50 cubic meters.

The captain, in agreement with the navy surgeon or the commissioner, shall be allowed, on sailing, to fit only half the number of such hospital berths, and shall fit the others only in case of need.

The hospital shall also be fitted with an ambulance room and a special compartment, properly illuminated and large enough to have a bed placed therein of the ordinary dimensions and around which there shall be space enough to move freely.

Each hospital shall be fitted with a bath and water-closet to be used only by patients, and hygienically built in all respects. When special reasons shall not allow fitting permanent water-closets, the inspecting commission may exceptionally allow portable ones of the latest pattern in their stead.

The berths in the hospital shall be all so arranged that one of their longer sides (1.80 m.) is adjacent to the passage and directly accessible. Passages between such berths shall be at least 1 meter wide.

The berths are to be provided with spittoons, and furnished with horsehair or wool mattresses and pillows of at least 10 kilos weight in all, and supplied with at least 4 sheets and 2 pillowcases each.

Steamer shall be fitted with steam laundry, which may be combined with disinfecting apparatus heretofore mentioned. Should this be impossible, a special compartment to be used as laundry with washtubs divided into 4 sections each sufficient for 1 person, with feed cock for fresh water and independent scuppers so as to avoid the water in the several sections mixing, is to be provided.

The washtubs shall be at the disposal of the emigrants all day; every day, for at least three hours, fresh water is to be supplied and to be renewed at convenient intervals.

The steamer shall also be supplied with 2 tubs containing 50 liters each to be used eventually for chemical disinfectants and with 2 warm shower baths, 1 for men and the other for women.

Latrines for the emigrants must be provided for in at least 2 separate groups, 1 for the exclusive use of men and the other for women exclusively; the closets are to be convenient and hygienic, and judged such by the inspecting commissioner.

Each closet may contain 1 common collector, and must be divided in several places by a sheet-iron division of at least 1 meter in height, and also have arm rests and a screen in front. The water-closets shall be properly fitted with a constant flow of water and shall be properly ventilated.

The water-closets shall be at least 2 in number for steamers carrying up to 100 emigrants, and be increased in the proportion of 2 for every additional 150 emigrants, and divided proportionately between men and women.

The women's water-closet shall be situated as near as possible to the hatches communicating with the compartment where they are berthed. Those for men are to be provided also with urinals.

If the water-closets are located on deck, the steamer is to be provided with 2 additional water-closets, 1 for men and the other for women, in between decks, conveniently located, to be open in exceptional cases when ordered by the government surgeon.

If conditions of steamer do not allow of the construction of such water-closets in between decks, transportable privies are to be provided for; in such case the steamer is to be fitted with a sewer leading off board at a fit place.

At nighttime all berthing compartments and other localities at the disposal of emigrants, including water-closets and the outer and inner

passages must be illuminated by electric light, every compartment having a safety oil lamp besides.

The naval surgeon on foreign or national steamers carrying emigrants shall ship two days previous to that fixed for sailing. On board national steamers, as well as foreign, he wears his regular uniform and takes his seat at table at the captain's right in the first-class saloon, special cases only excepted. He is in charge of the sanitary service on board, whether a second doctor be shipped or a third one in proportion to the number of emigrants, or whether the owner shall have a surgeon of his own on board. In the latter case passengers other than emigrants shall have the option of making use of the owner's doctor, but the latter is to keep the government surgeon daily informed of the nature of the diseases he is treating and their progress. Whenever such diseases threaten the general health on board, the government surgeon is entitled to interfere with a view to ascertaining exactly the measures taken or to be taken in the interests of all concerned.

The government surgeon takes charge of the medical stores and all other apparatus, such as medicine chest and surgical instruments, and shall see that they are exactly as prescribed in the respective tables. When he leaves the steamer he shall deliver same back again.

The government surgeon shall, besides affording his services gratuitously to all persons on board, take care that good sanitary conditions are preserved on the steamer during the entire voyage. He shall, above all, see to the scrupulous carrying out of the following prescriptions:

(a) That the victuals distributed to the emigrants are of a good quality, properly cooked and prepared, and corresponding in quantity to such as shall be established by the table annexed to these by-laws.

(b) That the emigrants shall be served gratuitously with good fresh water, to be distributed in a way to exclude the possibility of its transmitting diseases, in the quantity of at least 5 liters per person per day.

(c) That should any doubt arise during the voyage as to the good quality of the water taken on board such water is properly sterilized by boiling, or, in such cases where it may be necessary, substituted by distilled water until the captain may be able to get a fresh supply of good water, after having emptied and disinfected the tanks by the best modern hygienic system, and before allowing such water to be taken on board the surgeon shall ascertain that it is of good quality and free from any impurities.

(d) That the steamer is in a permanent state of cleanliness, and especially that the water-closets are repeatedly and thoroughly cleaned disinfected.

(e) That all compartments carrying emigrant passengers or crew are kept in a healthy and clean condition and properly disinfected as soon as any infectious or contagious diseases shall break out in such compartments.

(f) That the emigrants' compartments, while the emigrants are on board, are daily properly cleaned and swept with sawdust mixed with disinfectants when needed, or else properly scrubbed.

(g) That when there is any suspicion or outbreak of infectious disease, all linen and personal effects which may have come in contact with the patients are immediately disinfected and washed or destroyed, and that the patients are possibly isolated in separate compartments as hereinbefore prescribed.

In case of epidemics breaking out on board or of conditions endangering the health of the passengers, the government surgeon shall take

or cause to be taken all such other means as he may think necessary, including the destruction of such articles as can not well be disinfected.

In case of death on board caused by ordinary illness or through accident, the government surgeon, after having ascertained beyond doubt the death, shall provide for the removal of the corpse (except should the steamer be arriving in port within twenty-four hours) in the usual way.

If, however, death shall have been caused by an infectious disease, he shall take steps to get rid of the body as quickly as possible, and shall see that all belongings of the deceased as well as the compartment where the former was, are most radically disinfected.

The government surgeon shall accompany the captain to the sanitary offices of the ports of call on the way when getting pratique, and keep himself well informed as to the state of health at the place, and should infectious diseases prevail, he shall take all such precautionary measures as may be needed for the health of the persons on board, in as far as such measures are consistent with commercial interests and nautical exigencies of ship.

The government surgeon shall record in his log book all facts respecting the sanitary state of the ship, both outwards and homewards. Besides that, he shall make a report for every trip, stating all his observations regarding the special sanitary conditions of emigrants going abroad and returning home, as well as on the medical geography, exotic pathology, and such other medical arguments on exotic medicine and naval hygiene as the minister of the navy or the director of health shall request him to study. He shall, on return, deliver such log book and report through the harbor master to the medical officer of the province, who, after having examined same, shall forward it to the director of the sanitary service of the navy, sending at the same time a copy thereof to the sanitary department of the home office.

Before leaving the steamer and within three days of her arrival in port the surgeon shall ascertain that the blankets, mattresses, berths, and compartments have been properly disinfected and cleaned, and he shall hand the captain a certificate to this effect which the captain shall exhibit to the inspection commissioner. In the absence of the government surgeon, the said disinfection shall be looked after by the civil surgeon substituting him, and the certificate certified to by the travelling commissioner.

Should the government surgeon be guilty of negligence in assisting the sick and rigorously carrying out all sanitary measures, or should he fail to announce infectious diseases developed on board, or should he be guilty of any other fault respecting his professional and military duties, he shall incur punishment not only in accordance with the sanitary laws, but also with the royal navy regulations.

If the number of emigrants exceeds 700, and the commissioner of emigration, in agreement with the home secretary, orders it, an assistant surgeon shall be taken on board. Such surgeon may be chosen by the carrier from amongst those which the home secretary shall have approved.

The authorization shall not be granted to anyone that has not been admitted to practice as a physician and surgeon two years previously and can prove by documents that he has a sufficient knowledge of sanitary service and the capacity of practicing the medical profession as a physician, surgeon, and accoucheur.

Doctors having obtained such authority to act as assistant surgeons

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on board shall be inscribed at the prefecture at Genoa, Naples, and Palermo.

In the case of Italian steamers, the assistant surgeons form part of the crew and are entered in the crew lists.

Doctors that shall have proved to be unfit for sea life shall not be allowed to ship again.

An assistant surgeon is compulsory in the case of steamers taking on board, at port of call, such number of emigrants as shall, added to those previously shipped, exceed 700.

If in such cases the captain can not secure the services of an assistant surgeon, the government surgeon shall not allow third-class passengers to be carried beyond the abovesaid limit.

The commissioner can, on the basis of the regulations of the preceding articles, order a third surgeon, if the number of emigrants exceeds 1,500.

Assistant surgeons shall be canceled by the home secretary from the list of those allowed to act in that capacity, if found guilty of negligence in the performance of their duties.

If they abandon their service during the voyage for which they have been engaged, without being duly authorized to do so, they are not only declared deserters, but are, according to maritime commercial law, if sailing on an Italian steamer, canceled from the list of surgeons authorized to serve on board of steamers, and subject to the refunding of any damages arising to the parties interested through their negligence.

In case of infectious diseases developing on board, the dispositions of previous regulations shall apply.

In every case amongst the crew there shall be an infirmary assistant and a nurse declared fit for such duties by the harbor surgeons; also with regard to their fitness for sea life, and they shall be either Italian or speak the Italian language fluently.

In cases where 2 surgeons are shipped, there shall be 2 infirmary assistants and 2 nurses, and 3 in the case provided that the number exceeds 1,500. Such infirmary assistants shall not be admitted unless they can produce a satisfactory certificate.

In cases where 2 surgeons are shipped, the infirmary assistants shall be placed under the direct superintendence of the government surgeon.

It is prohibited to take emigrants or other passengers for the service of infirmary assistant or nurse.

Steamers carrying emigrants shall be provided with medicine chests and surgical instruments as indicated in the prescription of medicines and medical supplies.

All foodstuffs shall be of good quality, perfectly preservable and in quantity corresponding to the average duration of the voyage which the steamer is to undertake, increased by one-third.

Such increase shall be larger if there be any probability of the steamer being quarantined abroad.

The provisions shall be kept properly stored, protected from damp and from too high temperature and in conveniently ventilated places.

At least three days before sailing, the captain shall send the harbor master a list signed by him certifying to the exact quality and quantity of provisions put on board. Together with such list, he shall send samples in duplicate of the principal articles, it being understood that one of the samples is intended for the analysis which the harbor master may think necessary, while the other is to be delivered to the government surgeon or the traveling commissioner on board to compare them with the victuals actually supplied during the voyage.

If the chemical analysis shows that any of the articles of supply are falsified or adulterated or otherwise impure, such stuff is to be seized and put at the disposal of the judiciary authorities with a view to legal action being taken. In such cases, the carrier is to bear the expenses of the analysis.

Tables annexed to the by-laws indicate the qualities and quantities of the provisions to which emigrants are entitled.

Children of less than 5 years of age, infants excepted, are entitled to quarter rations; those up to 10 years, to half; above 10, to full rations.

Patients and convalescents shall receive such food and medicine as may be determined by the ship's surgeon, who shall also be entitled to order supplementary rations of beef tea or soups to children and women who may need them.

The food shall be distributed under ordinary circumstances amongst groups not exceeding 6 in number, and this may be limited to a smaller number by an order of the commissioner of emigration.

Whenever possible, each group shall be formed by members of the same family and when needed only completed by single parties.

The emigrant galley shall be separated from the saloon galley and shall be ample enough and supplied with the necessary utensils in proportion to the number of emigrants, to the satisfaction of the inspecting commission. No copper or lead utensils shall be allowed unless they be properly tinned. The bakery and oven shall also be proportionate to the number of persons carried, and to the satisfaction of the inspecting commission.

The number of cooks for the emigrant galley shall be sufficient, the inspecting commission deciding on such point. At least the chief cook is to be an Italian and in possession of the passport prescribed.

Fresh water shall be supplied of the best quality, free from any impurity and in such quantity as shall be needed to allow passengers 5 liters per person per day, taking into account the longest probable time of the trip and the quantity that can be supplied from the distiller. The supply of fresh water is never to be less than is needed for three days' consumption.

The water is to be kept in tanks such as to avoid any alteration during the whole trip, and these are to be protected as much as possible from the influence of high temperature.

The tanks are to be cleaned after every voyage and can not be filled with a fresh supply unless first inspected by the government surgeon or the traveling commissioner.

Besides the tanks for drinking water on deck for the use of emigrants, smaller ones of the capacity of 25 to 30 liters must be held at the disposal of the emigrants in every compartment of between deck for night use or for cases in which for reasons of bad weather they are prevented from going on deck. In order to be accessible also for passengers berthed in orlop deck, said tanks are to be placed near the ladders leading there.

Tanks are not to be provided with suckers, but with automatic cocks conveniently arranged for taking the water from them.

The steamers must be provided with a conveniently constructed ice house, holding at least 10 tons of ice, which shall be divided in 2 sections, 1 for infirmary use and the other for preserving victuals.

In case the steamers be, for the latter purpose, provided with a refrigerator, 1 ice house of the capacity of 5 tons for the exclusive use of the infirmary and passengers shall be sufficient.

Before emigrants are shipped, their personal effects which may not

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be entirely clean shall be disinfected ashore at the expense of the emigration fund at the locality provided for that purpose. Such personal effects as emigrants do not take with them in the berths can be deposited in the holds and need not be disinfected.

Such emigrants as shall need it shall be compelled to take a hot bath before sailing, under the superintendence of the surgeon, with the assistance of the hospital assistants.

Until a proper locality shall be in working order, such disinfections and such baths shall take place on board at the expense of the carrier and by means of the apparatus with which the ship is to be fitted according to regulations, under the superintendence of the harbor surgeon or the one on board.

During the inspection of emigrants the emigration commission shall verify the sanitary state of the crew and all the persons shipped.

Should any persons presenting themselves for shipment be sick or convalescent, they shall prevent their shipment in all cases where there may be any possibility of contagious diseases or other dangerous sickness, or of any such disease as may be a nuisance to other passengers, keeping especially sight of persons coming from any place where epidemics are prevalent.

The commission shall verify that all persons under 16 years of age are supplied with proper certificates of vaccination or of having suffered smallpox, it being the carriers' duty to see that such persons hold the above certificate. It may, however, under special circumstances, and when no inconvenience can result therefrom, allow a few children to be shipped without certificate, providing the ship's surgeon vaccinates them as soon as steamer sails, keeping note of same in his log book.

The commission shall ascertain that every emigrant takes with him a sufficient supply of soap and personal effects for the voyage, and that such are placed in such a manner as not to obstruct passage ways.

It shall verify that the berths, both in men's and women's compartments, are properly distributed, and every head of a family shall have the number of berths allotted to him properly set forth in his ticket, taking care that children are not berthed too close to hatches or to ventilators, and wherever possible giving children berths on the lower row.

It shall ascertain that the rations are properly distributed as well as the necessary eating utensils, and that emigrants are properly grouped for rations, and that they shall receive the rations they are entitled to.

It shall ascertain that live cattle have been placed in properly built stalls so as in no way to endanger the passengers' safety.

It shall verify that no hogs or other animals or anything giving forth offensive smells or causing discomfort to passengers have been placed below deck, and that steamer has not shipped any dangerous cargo prohibited by standing regulations for steamers carrying passengers.

Besides the management of the sanitary service on board, the government surgeon shall look after the interests of the emigrants during the voyage.

For the better carrying out of his functions the government surgeon shall keep with the greatest regularity a log book in which he shall make the following entries:

Any facts which may cause inconvenience to passengers and the dispositions given for remedying same; the complaints he receives and the measures he may adopt for rectifying them; any contravention he may ascertain; the exact hour of arriving and that of sailing at and from the various ports; any pertinent communications made him by

the captain, and his own observations and alterations for improving the service which his experience may suggest to him in the passengers' interest.

Such log book shall be numbered, stamped, and signed by the harbor master at port of sailing, and shall be written out without any vacant spaces or erasures, and shall be closed and signed every twenty-four hours.

The government surgeon and the captain shall agree about the regulations for the discipline on board in respect of hours for rising, cleaning out of the compartments, meals, allowing passengers on deck, medical visits, general silence, and filling up of tubs with fresh water from time to time as prescribed.

Respectfully,

J. M. EAGER,
Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

NEW BRUNSWICK.

Smallpox at St. John and vicinity.

ST. JOHN, NEW BRUNSWICK, December 10, 1901.

SIR: In reference to the smallpox situation here at present, I beg leave to report that during the epidemic there have been 76 cases of the disease in the city and suburbs, with 19 deaths. During the week ended December 8, 16 new cases were reported and 3 additional cases yesterday, but none to-day.

Apart from this immediate vicinity, scattering cases traceable to St. John are reported from 5 other localities in the province, to wit, St. Marys (near Fredericton), St. George, Waasis (suspect), Moncton, and Jemsig. There is still a large unvaccinated population in St. John as well as throughout the province. As yet there has been no systematic effort on the part of the authorities of this city to furnish free vaccination to those applying * * *.

The epidemic is not confined to any one locality and exists also among the seafaring population. The United States consul's records show that 65 vessels cleared from here for United States ports during the month of November and it is estimated that between 40 and 50 will clear this month.

The crews of these vessels are now fairly well vaccinated, but as their crafts pass slowly along the coast from harbor to harbor there is a special element of danger to small seaports from an infected vessel of this sort.

Respectfully,

M. VICTOR SAFFORD,
Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Smallpox at St. John decreasing.

ST. JOHN, NEW BRUNSWICK, December 14, 1901.

SIR: I beg leave to report that there has been a marked decrease in the number of new cases of smallpox here this week. Only 2 new cases and 1 death have occurred during the last six days, while the number of cases for the preceding week was 16. The total number of cases reported in St. John and vicinity up to date is 78 with 20 deaths. There has also been a decided improvement in the methods of handling the disease,